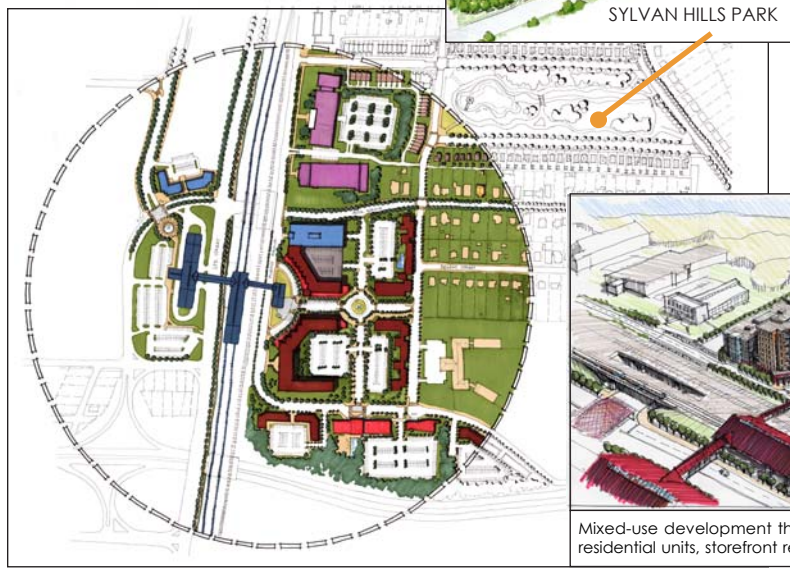
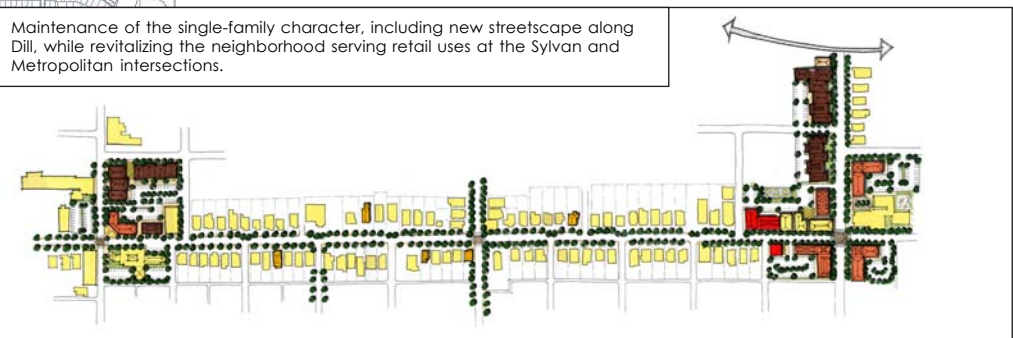
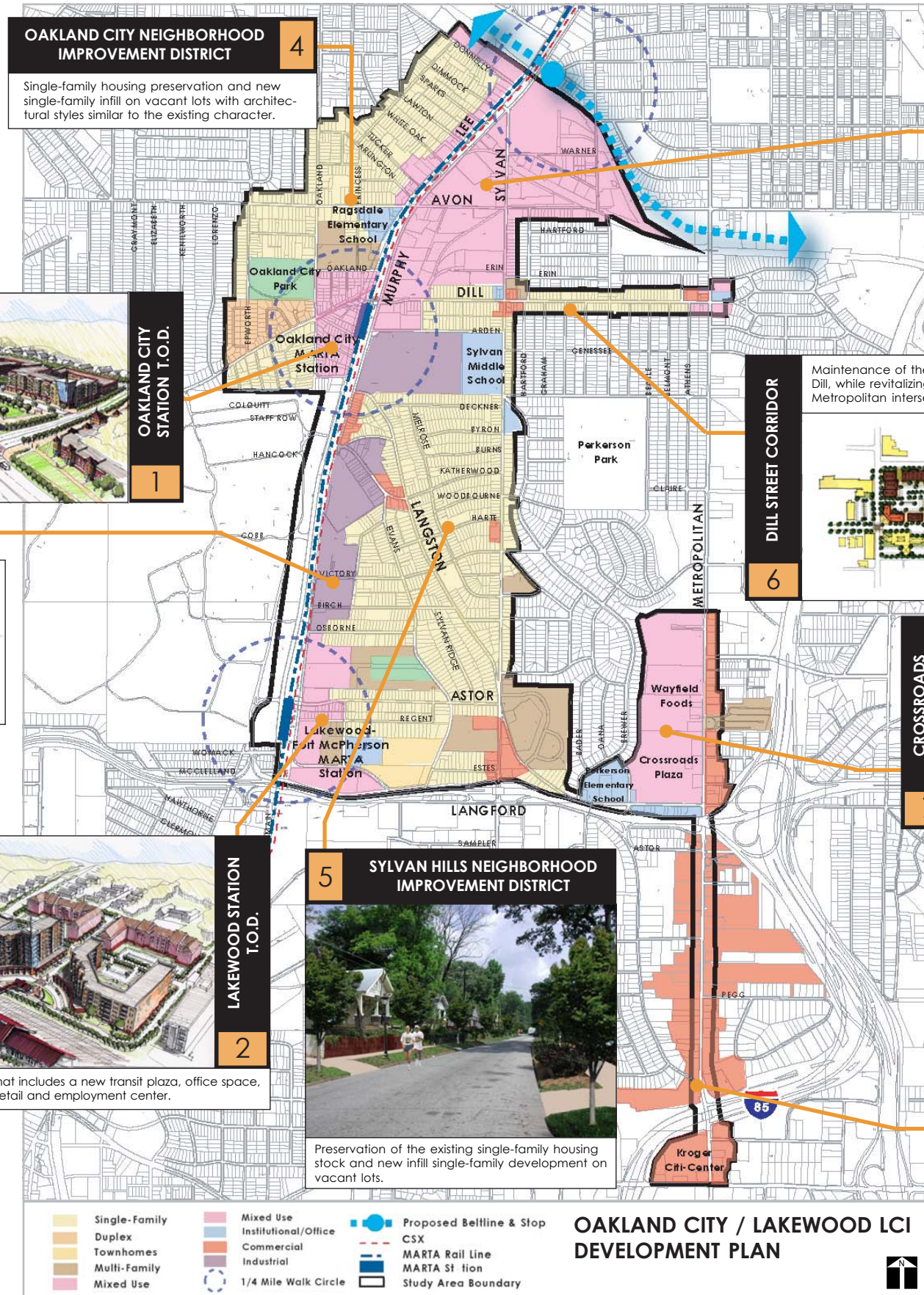


MIXED-USE ECONOMIC DEVELOPMENT 9
Technology center or neighborhood friendly industrial uses.



The development plan prescribes the desired development on both public and private land within the LCI study area. Building off the existing fabric and opportunities resulting from the public consensus during the Workshop Week, the plan proposes to develop a more cohesive long range development plan for the areas around the Oakland City and Lakewood transit stations. A series of redevelopment areas that pose a unique character and vision are highlighted on the Development Plan Map above.



OAKLAND CITY / LAKEWOOD LCI



ACTION PLAN:

The Action Plan attempts to lay out a strategic course of action by announcing: implementation strategies, regulatory enhancements, and project details (such as timetables, priorities, costs and potential funding sources).

OVERAL IMPLEMENTATION STRATEGIES:

Given the scope and complexity of the study area, it is critical to define several fundamental implementation strategies that impact the entire area.

- Revising the regulatory framework through CDP and zoning recommendations
- "Critical Mass" development at Lakewood and Oakland MARTA stations
- Establishing partnerships through a variety of public, private sector partners
- Community-based implementation by enabling community based organizations for economic development projects, residential infill rehab and target areas

Oakland City Target Areas

White Oak (Lee to Peebles)
Lawton (Lee to Peebles)
Princess (Arlington to Avon)
Oakland Drive (Avon to boundary)
Peebles (Arlington to Donnelly)

Sylvan Hills Target Areas

Osborne Street
Sylvan Ridge

- Leveraging public improvements for private development potential
- Understand market timing and absorption
- Utilization of existing programs including Renewal Community Program, City of Atlanta, ADA Economic Development and housing programs

FIVE YEAR DEVELOPMENT STRATEGY:

-A clear goal of the Oakland City/Lakewood LCI is also to develop and prioritize public improvement projects that would be eligible for LCI construction grants. Assuming the study can be "grandfathered" by the Atlanta Regional Commission as an official LCI, priority projects could be applied for as early as the beginning of 2005. Likely LCI projects include:

Lee Street Greenway

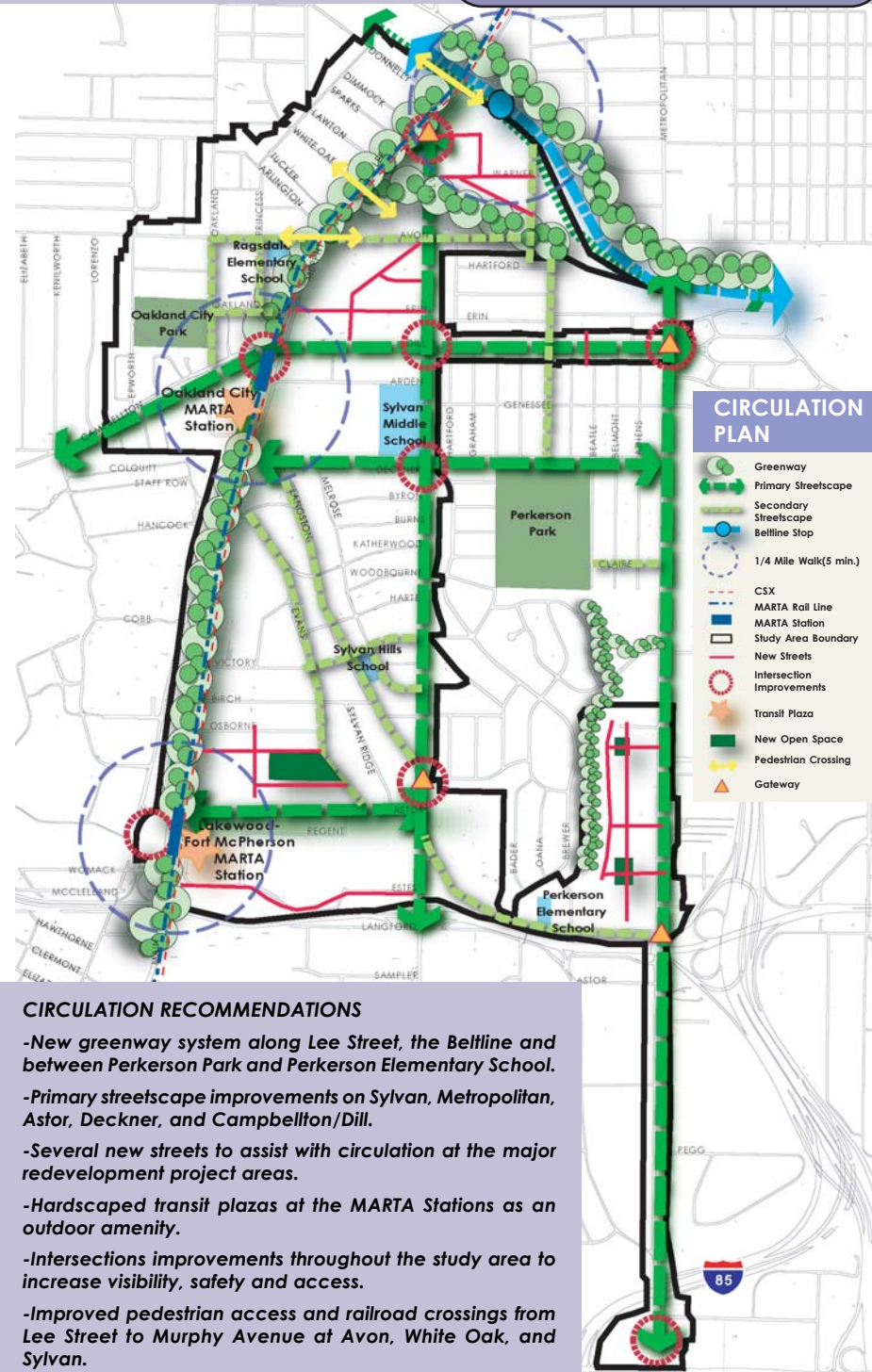
Major east-west streetscape/bicycle projects
Transit plazas and parking decks with the TOD's



Bellline before and after improvements

CIRCULATION PLAN

The plan identifies transportation and circulation projects to improve the accessibility of proposed development projects, improve the functionality of intersections and roadways and add new facilities to encourage alternative transportation modes.



CIRCULATION RECOMMENDATIONS

-New greenway system along Lee Street, the Bellline and between Perkerson Park and Perkerson Elementary School.

-Primary streetscape improvements on Sylvan, Metropolitan, Astor, Deckner, and Campbellton/Dill.

-Several new streets to assist with circulation at the major redevelopment project areas.

-Hardscaped transit plazas at the MARTA Stations as an outdoor amenity.

-Intersections improvements throughout the study area to increase visibility, safety and access.

-Improved pedestrian access and railroad crossings from Lee Street to Murphy Avenue at Avon, White Oak, and Sylvan.



Through community meetings, stakeholder interviews and an intensive Workshop Week, the detailed vision of a revitalized intown community was developed.

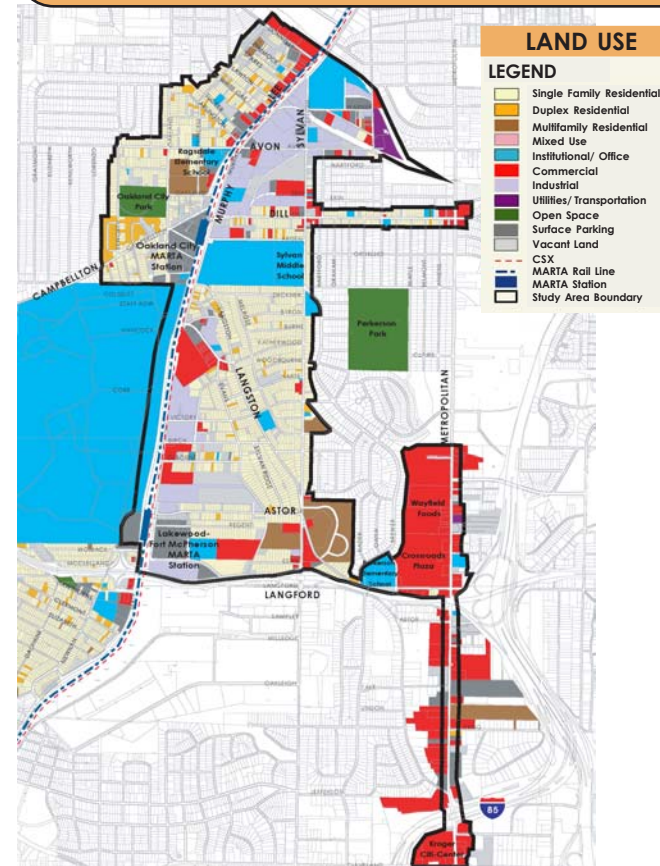
A COMMUNITY-BASED VISION:

Where people and quality of life are the focus

A community that:

- Residents can live, work and play near transit stations and activity nodes
- Is highly-connected that accommodates all persons, including the disabled, in accessing all of its many benefits with enhanced sidewalks & streetscapes
- Capitalizes on the opportunities of those facilities by encouraging walking, biking, appropriate intensities of development and an efficient mix of uses within transit areas-Is sensitive to its historical resources
- Provides range of housing choices
- Provides affordable housing for all segments of the community
- Is sensitive to its historical resources
- Is safe from crime
- Is economically vital
- Is served by good quality schools

EXISTING CONDITIONS AND OPPORTUNITIES



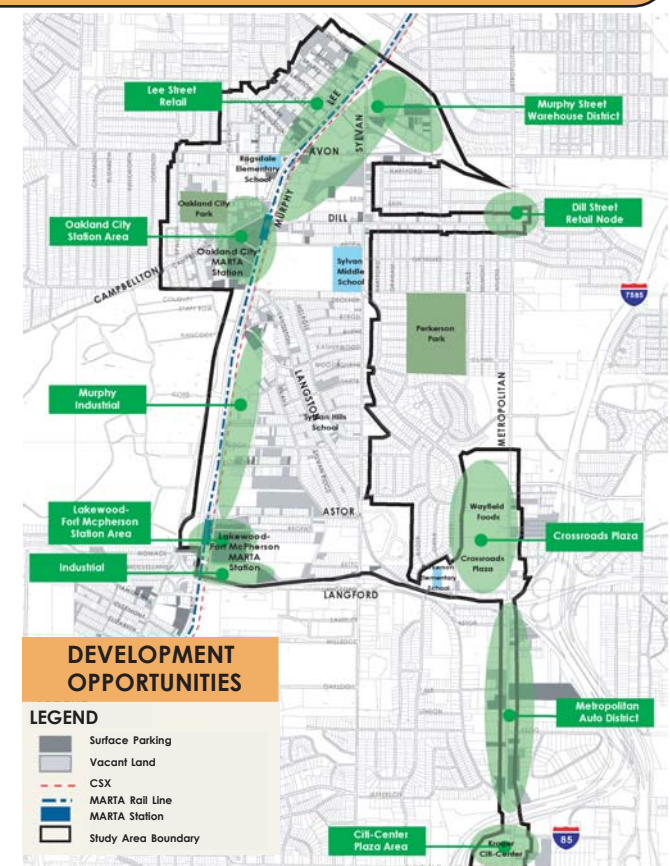
- 2,323 parcels totaling approx. 1,022 acres of land.
- Residential uses are the largest in the study area dominated by the Oakland City and Sylvan Hills single family neighborhoods which occupy over 320 acres.
- 76% of the building structures require minor repair.
- The majority of the structures are occupied with 8% unoccupied consisting of mostly dilapidated industrial structures along Murphy Avenue.

OAKLAND CITY / LAKEWOOD LCI

The Oakland City/ Lakewood LCI is the result of a planning process conducted by the City of Atlanta in collaboration with MARTA. The plan makes comprehensive recommendations for future land use patterns, transportation and circulation options and implementation strategies for the area surrounding the Oakland City and Lakewood-Fort McPherson transit stations.

Demographics

- Households - 17,883 (2-mile radius)
- Households - 33,913 (3-mile radius)
- 4,856 Workers at Fort McPherson
- 6,650 Students & Staff at Atl. Metropolitan College & Atl. Technical College
- 7,245 Employees
- Median Income \$27,000



- the Oakland City / Lakewood transit stations and areas within 1/4 mile of the stations present an immediate opportunity as well as the retail area along Lee and Murphy Street industrial corridor.
- Along Metropolitan Parkway, the auto dealership corridor, Kroger City-Center and the Crossroads Shopping Center are opportunities due to their abundance of surface parking and undeveloped land surrounding existing structures.